

Transportation Asset Management Council

Goal

Transportation Asset Management Council will expand the practice of asset management statewide to enhance the productivity of investing in Michigan's roads and bridges through coordination and collaboration among state and local transportation agencies by:

1. Surveying and reporting the condition of roads and bridges by functional classification categories for the State and Regional Planning areas,
2. Assessing completed and planned investments in roads and bridges by the various transportation agencies of the state,
3. Supporting the development of appropriate asset management tools and procedures,
4. Providing education and training on the benefits of developing road improvement programs through the use of asset management principles and procedures.

Our expected outcome is an asset management process that is easily used and communicated and leads to a road network that is managed by function.

Objectives (2004-2006)

1. Surveying and Reporting Road and Bridge Conditions

- Conduct an annual pavement condition rating using the PASER methodology on the federal-aid eligible system for a three-year period. Prepare a summary report addressing: cost, efficiency, and reliability of the PASER methodology including recommendations for conducting future condition ratings and sampling procedures.
- Investigate and demonstrate other road rating methods, including those being used by various transportation agencies in Michigan. Compare the cost, efficiency, and reliability of those methods to PASER. Determine if equivalency tables can be used to report consistent ratings across the state.
- Assess the current method of rating and managing bridges in comparison to other potential methodologies.
- Demonstrate the cost and efficiency of conducting road and bridge condition ratings on the non federal-aid system. Studies should include demonstrating the use of PASER and other available rating methods and should also address the procedures and reliability of sampling.

2. Assessing Completed and Planned Investments

- Identify and define the data elements necessary to characterize annual investments (federal, state, and local) in roads and bridges. Data items should be identified that are required for statewide reporting as well as those that are required for implementation of baseline tools and procedures at the individual agency level.
- Establish procedures and collect data necessary to characterize annual investment levels in roads and bridges consistent with the requirements of the data model used for annual reporting to the State Transportation Commission.
- Determine the procedures necessary to identify the cost, type, and location/extent of planned 3-year road and bridge improvements.

3. Supporting Asset Management Tools and Procedures

- Adopt a statement that defines the principles of asset management for Michigan's transportation system. This should address the basic procedures that will be followed by the TAMC in reporting to the State Transportation Commission as well as the basic procedures that are recommended for individual transportation agencies to follow.
- Select a computer model capable of forecasting future system conditions on Michigan's roads and bridges based upon surveyed conditions and reported improvements. The model must be capable of testing various scenarios for improvement type and levels of investment.
- Support the development of a baseline "best practice" procedure designed to assist individual transportation agencies with development of annual and multi-year road and bridge improvement programs that incorporates the principles of asset management adopted by the TAMC.
- Demonstrate the use of asset management principles and procedures for developing road and bridge improvement programs including effective and innovative methods to involve citizens and elected/appointed officials.

4. Providing Education and Training

- Develop an annual education and training program in coordination with the state's metropolitan planning organizations and regional planning commissions on the following:
 - PASER pavement condition survey procedures
 - Data requirements and reporting procedures for completed and planned (3-yr.) road and bridge improvements.
 - Benefits of asset management with instruction on the procedures for developing multi-year road improvement programs.

- Establish the state's MPOs and RPAs as the resource/support agencies for: condition surveys, collection of investment information, and assistance to local transportation agencies to develop multi-year program using the principles and procedures of asset management.

5. Adopt the content and format for the annual Asset Management Strategy to the State Transportation

Commission. Consideration should be given to the following elements:

- Existing condition of roads and bridges by functional classification categories. (State and Sub-Regions)
- Existing and planned investments in roads and bridges. (“)
- Projected condition of roads and bridges based upon current funding levels and planned investments. (“)
- Analysis of alternative investments and funding level scenarios. (“)
- Recommended system condition goals by functional classification categories. (“)
- Recommended best practice tools and procedures that advance the principles of asset management adopted by the TAMC.
- Description of the TAMC program for education and training in asset management to the various transportation agencies of Michigan.

6. Develop and maintain a spirit of cooperation amongst road agencies

- Maintain ongoing communication with the State Transportation Commission and key stakeholder groups.
- Conduct studies and data collection efforts through coordination and collaboration among state and local road agencies.
- Provide an asset management presence at annual conferences of the MML, CRAM, MAR/3C, APWA, MAC, and MTA.